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rationalized movement. Despite the many qualifications necessary, this fundamental fact of physiography gives a meaning to the movement as a whole, making it easier for us to grasp the details of form and the larger features in the progress of inclosure.

The relation of inclosure to population, to the disappearance of the yeoman, and its effect on the cottagers and squatters are questions which Professor Gonner does not meet with entire success. It seems as if he was determined to soften the outlines of the harsh picture drawn by the opponents and critics of inclosure. There is an optimism which the reader will frequently find it difficult to share. The commissioners meted out a rough and ready justice, no doubt; they may have accomplished all that was possible under the conditions; but much that was unfortunate may none the less have happened. The discussion of the yeoman ignores Mr. Johnson's "Disappearance of the Small Landholder" and Dr. Gray's study of "Yeoman Farming in Oxfordshire." The excellent description of procedure by private act is marred by the inadequate treatment of the procedure in Parliament. The inclosure bills had great influence upon the development of procedure on private bills, and there is much in Clifford's "History of Private Bill Legislation" to suggest that such bills were not adequately supervised in passage through Parliament.

Professor Gonner has added much to our understanding of the inclosure movement, but his positive contribution is concealed at times by the revelation of the vast amount of work that still remains to be done before we can hope for a definite constructive treatment of this difficult subject.

ABBOTT PAYSON USHER.

Cornell University.

Haines, Henry S. *Problems in Railway Regulation.* Pp. vii, 582. Price \$1.75. New York: Macmillan Company, 1911.

The author devotes his first six chapters to a brief historical survey of the American railway system from the beginning down to the present. The reviewer feels that this portion of the book should have been either much longer or much shorter. It is too brief to give an adequate or even an accurate sketch of American railway history, and it is too long to allow of a more extended treatment of the problems of present day regulation. To make it still more unsatisfactory, the author by no means confines himself to American railway history. He rewrites English railway history, talks about free silver, democracy, greenbacks and other subjects. Naturally, he makes several mistakes of fact, and at times he can not be held guiltless of "fine writing," for rhetorical effect. When these unkind things have been said, the adverse criticisms of the book have been uttered. The real book begins with chapter six, and from that point on the author deals in clearheaded, unbiased, authoritative fashion with the problems which give title to his book. It is to be regretted that he did not rigidly exclude all extraneous matter, that he might have had more space to deal with the Interborough-Metropolitan Company case, the recent decisions of the Interstate Commerce Commission in the Eastern and Western Freight Rate cases, the results of public interference in the matter of construction, equipment and operation of railroads

and the questions of discrimination. It is to be hoped that Mr. Haines may bring out his several books on railroad matters as a connected series. He would then have space to give us an adequate history of the growth of the American railway net, the problems which confront the railway financiers and the railway freight and passenger managers and the relations of the railways to the public.

The evidences of hasty construction are seen in several places, notably on page 175, where the author gives as one reason why railroads in the United States were built by private individuals, "the disparity between the population and the undeveloped natural resources;" although in subsequent pages he points out that this disparity was the cause of appeals to the states and to the United State for aid. On page 155 he refers to the forthcoming decisions of the Interstate Commerce Commission in the Freight Rate cases in the future tense, while on page 160 and following he discusses these decisions at some length.

To the reviewer it seems that the author does not take sufficient account of the significance of the kind of freight upon the freight rate. He assumes that, because the freight rate per ton-mile has fallen from 1.001 cents in 1888 to 0.763 cents in 1909, the freight rates have declined about one-fourth. What has happened, at least in recent years, is that a larger share of ton-mileage is made up of low-grade traffic. It was brought out in the hearings on the Freight Rate Case for Official Territory, that freight rates had actually increased, although the statistics showed a decline in the charge per ton-mile.

These adverse criticisms are of a minor character. The book is a sound contribution to the discussion of railroad management and railroad regulation by one who understands the problems thoroughly.

ROYAL MEEKER.

Princeton, N. J.

Huey, Edmund B. *Backward and Feeble-Minded Children.* Pp. xii, 221. Price, \$1.25. Baltimore: Warwick & York, 1912.

The latest issue of the Educational Psychology monographs. It is a clinical study of the psychology of defectives with a syllabus for the clinical examination and testing of children; a valuable manual for social workers and students who wish to make studies of retarded, peculiar and feeble-minded children. There is no more suggestive and helpful book about this class of children.

The material is excellent, but the title used is somewhat misleading. All the children described appear from the evidence given to be truly feeble-minded; they are not backward in the sense in which that term is commonly used. Children are backward when behind the average of corresponding age in school grade and in general intelligence because of slow or interrupted growth due to remedial causes. There is, in such cases, no functional disturbance of the nervous system. The thirty-five cases are all high-grade feeble-minded according to the accepted classification of the American Association for the Study of Feeble-Minded. The larger number are border cases to one not thoroughly acquainted with defectives. They represent the kind of unfortunate children found in the public schools and so often confounded by parent and teacher with the backward. Persons responsible for the care of children are, as a rule, without the knowledge